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"2. In all discussion of our relationship, both official and unofficial, we will put truth in the first place and not in the second place.

"3. We will endeavor to acquire the habit of differing in opinion without differing in feeling.

"4. We will have respect for our racial differences and accentuate the resemblances among us, as common human denominators.

"5. We will exercise mental hospitality toward the standards of other nations rather than seek to impose our standards upon them.

"6. We will aim to transform our commerce into a peacemaker by operating it as an exchange of mutual service rather than a system of exploitation.

"7. We will have a decent respect for the opinion of mankind rather than regard the self-centered opinion of our own nations.

"8. We will promote free trade in friendship, assisting each other by pooling our experience in science, commerce, and art.

"9. We will aim to promote the prosperity of other nations, recognizing the legitimate selfishness that the prosperity of each depends on the prosperity of all.

"10. We will seek to make known the discovery that nations have like interests, to secure their recognition as common interests, and to compel the conclusion that all wars are therefore civil wars."

TIPPING THE SOLDIER

THE SOLDIER has done his duty. We should do ours. The glory usually associated with the soldier's sacrifice was somewhat dimmed by the fact of conscription; but the sacrifice was made and for the most part with genuine exaltation and fine nobility. Those who have returned to us broken in mind or body must be looked after with all our skill and tenderness. But the proposal to tip these healthy self-sustaining chaps who have returned to us, as an expression of our generosity and appreciation, is a lamentable gesture of false largesse, lacking more in dignity than the habitual fling to the waiter. To tip our soldiers would honor neither them nor ourselves.

In a democracy the whole tipping system is indefensible in theory and vicious in practice. It began under the English monarchy as a means **To Insure Promptness**, and consisted of a halfpenny dropped in a common box. It was then an open, honest business. It is now a shameful proceeding, childish and humiliating to all concerned. Self-respecting clubs and reputable hotels are trying to eliminate the practice. Indeed, the hotels of Berlin, we understand, have, upon the initiative of the waiters themselves, eliminated it.

Under no circumstances ought the soldiers to permit themselves to demand such a thing. Their effort to bring political pressure to bear upon the government thus to fling them a few paltry dollars is an exhibition

of poor taste sure to subtract from the glory we love to associate with their patriotism, devotion, and service.

Furthermore, the bonus, if adopted, would prove to be a self-defeating policy. The condition of our revenues, real or potential, makes it economically most unwise to adopt the bonus measure. If adopted, the sum would be relatively insignificant to the individual soldier, and it would mean an economic injury to our financial structure more harmful to the soldier than the pittance he might receive could possibly benefit him. We agree with Governor Miller, of New York, who, on February 15, remarked:

"It is said that there are a very large number of unemployed ex-service men. There are a large number of unemployed people generally. One of the causes of unemployment has been the drying up of sources of capital for investment, due to excessive taxation. Anything that will add to that situation will react unfavorably upon everybody, including the service men, and the very small amount which any one would get would, in my opinion, be a bagatelle compared to the general harm that it would do everybody, including the service men themselves."

AN "AD" ALLEGORY

BANKERS are sometimes accused, for the most part we believe unjustly, of promoting the war spirit for purposes of profit. Mr. George W. White, president of the oldest national bank in the city of Washington, writes us under date of February 7, as follows:

"Enclosed find an advertisement from one of our bank papers relative to the sale of naval vessels. It is a wonderful argument for a 'Governed World.'"

We agree with Mr. White. So impressive is the advertisement that we are pleased to quote it as a self-explanatory editorial, telling its story with a sufficing fullness and simplicity. The advertisement, taken from the *Journal of the American Bankers Association* of January, 1922, reads:

BUY IT FROM THE NAVY

NAVAL VESSELS AS HULKS FOR SALVAGE

By Sealed Proposals opening January 16, 1922, at
Board of Survey, Appraisal and Sale,
Navy Yard, Washington, D. C.

Improvements in naval construction have rendered these fine old warships obsolete, and the opportunity is now being given the metal trades to purchase for salvage the following vessels:

Some of the Vessels Offered for Salvage

(NOTE.—Displacement given below is for full load.)

U. S. S. MAINE (Battleship). Built in 1901.
Length, 393 feet; draft, 23 feet; beam, 72 feet.
Displacement, 13,500 tons. Now at Philadelphia, Pa.

- U. S. S. MISSOURI (Battleship). Built in 1901.
Length, 394 feet; draft, 24 feet; beam, 72 feet.
Displacement, 13,500 tons. Now at Philadelphia, Pa.
- U. S. S. WISCONSIN (Battleship). Built in 1898.
Length, 374 feet; draft, 24 feet; beam, 72 feet.
Displacement, 12,150 tons. Now at Philadelphia, Pa.
- *U. S. S. BROOKLYN (Cruiser). Built in 1895.
Length, 402 feet; breadth, 65 feet; draft, 24 feet.
Displacement, 10,068 tons. Now at Mare Island, Calif.
- *U. S. S. COLUMBIA (Cruiser). Built in 1892.
Length, 413 feet; draft, 23 feet; beam, 58 feet.
Displacement, 7,387 tons. Now at Philadelphia, Pa.
- U. S. S. MEMPHIS (Cruiser). Built in 1903.
Length, 504 feet; draft, 25 feet; beam, 73 feet.
Displacement, 15,712 tons.
Now a wreck at Santo Domingo, D. R.
- TARGET (Ex-Monitor PURITAN). Built in 1882.
Length, 299 feet; draft, 18 feet; beam, 60 feet.
Displacement, 6,060 tons. Now at Norfolk, Va.
- U. S. S. OZARK (Monitor). Built in 1900.
Length, 255 feet; draft, 13 feet; beam, 50 feet.
Displacement, 3,356 tons. Now at Philadelphia, Pa.
- TARGET (Ex-Monitor MIANTANOMOH). Built in 1876.
Length, 263 feet; draft, 14 feet; beam, 55 feet.
Displacement, 3,990 tons. Now at Norfolk, Va.
- U. S. S. TONOPAH (Monitor). Built in 1900.
Length, 255 feet; draft, 13 feet; beam, 50 feet.
Displacement, 3,356 tons. Now at Philadelphia, Pa.
- *U. S. S. SMITH (Destroyer). Built in 1909.
Length, 294 feet; draft, 8 feet; beam, 26 feet.
Displacement, 902 tons. Now at Philadelphia, Pa.
- *U. S. S. ALBERT BROWN (Fish Boat). Built in 1897.
Length, 103 feet; draft, 10 feet; beam, 18 feet.
Gross tonnage, 108 tons. Now at Philadelphia, Pa.
- U. S. S. ORIOLE (Ex-DALE); Wooden Sailing Vessel. Built in 1839.
Length, 117 feet; beam, 34 feet.
Now at Coast Guard Depot (S. Baltimore, Md.).

NOTE.—The vessels marked with an asterisk (*) will on December 15, 1921, be offered for sale for "Conversion to Commercial Uses." Such vessels as are not sold on that date will be offered on January 16, 1922, for sale as "Hulks for Salvage."

The offer of these vessels by the Navy Department for sale to commercial organizations should be considered from the standpoint of a nucleus to go into the ship breaking yard for some "farsighted concern" looking for new business.

Aside from the ferrous and non-ferrous metals entering into Naval ship construction, consider the electrical machinery, pumps, winches, boilers, engines, piping, etc., for which there is always a respective market with an attractive recovery.

A careful investigation of the success recently achieved in foreign countries by "ship breaking" concerns will convince you of the advisability of promptly communicating with the Navy Department.

Write or wire for catalog No. 14-46b giving the terms of sale and describing the vessels offered.

CENTRAL SALES OFFICE

Navy Department

Washington, D. C.

MR. FRANK A. VANDERLIP's suggestion relative to the disposition of the debts owed to the United States by foreign powers is interesting. We are inclined to agree with him, that the Allied debt is a just debt, legally and morally. We are also inclined to agree with him, that these debts can be paid only in goods, and if we accept payment in goods our industries would be all but ruined. We agree further with Mr. Vanderlip when he proposes the solution of the difficulty in terms of an American *beau geste*, a grand gesture in international relationships, that America shall say that she is prepared for the present to forego the receipt of these payments. We are forced to follow him still further. Eastern Europe is not a wilderness; quite the contrary. It does lack means of education, economic organization, enlightened methods of production, and freedom from

racial antagonisms. Eastern Europe needs to be "put in order." But we do not see how America can put these ten billions to the solution of those problems. We can see how we might lend such moneys or portions thereof to various countries if such countries should express a desire to borrow. But to volunteer such a service, followed by the suggestion that "the administration of the whole project of expenditure" be "placed in the hands of a commission, headed by Herbert Hoover," would be equivalent to asking the Near East to invite us to run their affairs. If such a plan were accepted and put into operation, the inevitable result, we fear, would be an emasculation of the political and industrial forces of those States and the development of the fears and animosities peculiar to all suzerainties. We suspect that the best thing to do with these foreign bonds, the only practical *beau geste*, is to put these securities in the back of our safes and gently forget them.

IF HALF of what is being said of the behavior of the United States, its navy and its army, in Haiti and Santo Domingo be true, the United States, its army and its navy, are thieves, highwaymen, and murderers on a colossal scale. The ADVOCATE OF PEACE is investigating these charges, and purposes to do its share toward correcting the evils if they exist and toward clearing the reputation of this government and its agents in the Caribbean.

CONTRARY to the general impression in this country and in Europe, that Japan is overpopulated, and that that fact forms one of the basic problems of the whole Asiatic situation, arguments now are being made in many quarters—and supported by some Japanese—that Japan's density of population really varies only slightly from that of nations like England and Italy. As a corollary, it is argued that the solution of the problem of providing livings for Japan's population lies not in finding new lands to which great numbers of Japanese may immigrate, but in providing raw materials for the fast-developing industrial system of Japan, and in giving her products access to markets. In a word, the idea advanced is that what Japan needs is not more territory, but an intensive development of industrialism, similar to that of England or Italy. One of the Tokyo newspapers, the *Chuo*, recently said: "It is true that the population of this country shows a healthy increase, but it is wrong to think that this means a surplus population. While the population is increasing, there is a constant addition to the wealth of the country, and it would be proper to say that the population is short rather than that it is excessive. In fact, villages are suffering from the scarcity of farm labor."